

IDAHO TRANSPORTATION DEPARTMENT

DISTRICT THREE

Project Report



Oct. 2010

Current Report: Fiscal Year 2011-13

Projects In Design/Development

Legend

PS&E – Plans, Specifications & Estimates

(design is complete and project is ready to advertise to potential contractors)

Various, FY12 D3 District Wide Bridge Repair

This project will rehabilitate an existing bridge including deck, joints, replacement of the bridge parapet and railing, foundation and other repairs. Location(s) to be Determined. The project is expected to advance to the PS&E stage in the first quarter of 2011.

Various, FY13 Bridge Deck Life Extension

A project to patch bridge deck surface and apply an epoxy overlay that works as a concrete sealer to extend deck life. Location(s) to be Determined. It is anticipated that this project will advance to PS&E stage in FY12.

Ada & Canyon counties

Idaho 16, Interstate 84 to Idaho 44 Environmental Study (GARVEE)

- This project will preserve a corridor for the future 6.5-mile extension of Idaho 16 to I-84. As western Ada and eastern Canyon counties develop, the ability to move north-south traffic is a primary concern. The project will provide a vital north-south link in the Treasure Valley. Three possible routes are being considered. Right-of-Way acquisition was recently approved by the 2010 Idaho Legislature via GARVEE bonding. The Record of Decision is anticipated November 30, 2010.

Idaho 16, Chinden Blvd. (U.S. 20/26) to Idaho 44 (GARVEE)

- Construction of this project will extend the Idaho 16 highway from its current southern terminus, at the intersection with Idaho 44 (State Street), south across the Boise River and connect it to U.S. 20/26 (Chinden Blvd). A new major 1720-foot bridge, and 2.2 miles of new highway are planned for this project. Local roads will be constructed as necessary to provide access to property adjacent to this new full access-controlled facility. This project is the first phase of the eventual extension of Idaho 16 all the way to Interstate 84. Funding has been secured through the GARVEE program for the environmental, design, and right-of-way acquisition. Future legislative approval will be needed for the construction funding.

Idaho 16, Willow Creek Bridge

- This is a bridge replacement project north of Firebird Raceway. This two-lane bridge will be replaced with a three-lane structure. In this six-month project, the existing bridge at milepost 6.3 will be wider (54 feet compared to the current 36 feet). Construction is scheduled for summer 2011.

Idaho 19, Corridor Study

- The Idaho 19 corridor plan will develop a near-term (10-year) plan that identifies current and future highway needs on State Highway 19 beginning at Caldwell and extending to Wilder, then south through Homedale to the Oregon State Line, finishing at Oregon State Highway 201. It shares the route of U.S. 95 between Homedale and Wilder. Public meetings were held in Caldwell and Homedale in mid-October 2009. The study is expected to be complete by Dec. 31, 2010.

U.S. 20/26, Oregon State Line to I-84, Corridor Study

- The purpose of the U.S. 20/26 Corridor Study is to develop a medium range plan that identifies current and future highway needs for more than 14 miles of U.S. 20/26 running from I-84 near Caldwell west to Nyssa, Oregon and the Snake River. The highway overlaps U.S. 95 for eight miles from east of Parma to Anderson Corner Road - the study for that section is addressed in the ongoing U.S. 95 Corridor Study. Public meetings were held in Caldwell and Parma in mid-October 2009. The study is expected to be complete by Dec. 31, 2010.

U.S. 20/26, Caldwell to Boise, Corridor Preservation

- This is a Feasibility/Access Management/Construction Phasing study involving NEPA. The study will identify future transportation improvements and determine the need for future right of way between Boise and Caldwell. U.S. 20/26 is one of the few east-west major corridors in the Treasure Valley that runs from Caldwell to Boise. The future is expected to bring mixed-use development that will transform U.S. 20/26 into an urban corridor. Several environmental documents are expected by September 2010. The study phase should be completed by Spring 2011.

Idaho 44, Corridor Preservation

- This project is a Concept/Access Management/Construction Phasing NEPA study only. The study area is between Eagle Road and Interstate 84 in Canyon County and includes the area south of Idaho 44 to the Boise River and north to Floating Feather Road. The current preferred alternative is the existing SH 44 alignment with the exception of Middleton, which is bypassed based on their Approved Comp Plan. A corridor plan is a series of recommendations for managing and improving transportation within a specific corridor, based on a 20-year forecast. Several critical documents and proposals are currently being reviewed. The study phase should be completed by Spring 2011.

Idaho 55 Corridor Study

- ITD is studying Idaho 55 to identify current and future needs throughout the corridor. This study will result in a corridor plan that identifies policies and projects important to the development of this major arterial over the next 20 years. The corridor originates at the Idaho/Oregon/Nevada junction with U.S. 95 and serves six counties, ending at the junction of U.S. 95 in New Meadows. The corridor is an important route that supports the regional daily commute, the long-haul trucking industry and recreational traffic. Public meetings on Idaho 55 were held in Caldwell and Homedale in late 2008, and in Marsing in April 2009. An additional meeting was held in Canyon County in September 2009. The Idaho 55 Corridor Study draft corridor plan will be available for review in November 2010.

Idaho 55, Snake River Bridge to Pride Lane

- This is a four-and-one-half-mile pavement rehabilitation project in the Sunnyslope area, from milepost 2.75 -7.1. This project is expected to advance to the PS&E phase Oct. 2011. Construction is expected in 2012.

Idaho 55, Fairview Avenue to Idaho 44

- This is a five-mile (milepost 13.1-18) pavement rehabilitation project on Eagle Road (Idaho 55) between Fairview Avenue and Idaho 44. Raised medians will also be installed from Franklin to Idaho 44. This project is expected to advance to the PS&E phase Oct. 2012. Construction is expected in 2013.

I-84, 10th Street Interchange to Franklin Road Interchange, Caldwell

- This FY11 project will construct a slip ramp on westbound I-84 between the 10th Street Interchange and the Franklin Road Interchange in Caldwell. A slip ramp is a dedicated lane that does not have to merge with traffic and starts and ends between an on-ramp (10th Street) and an off-ramp (Franklin Road). Bids are expected to open on this project Oct. 19, with construction in Spring 2011.

I-84, Cloverdale Underpass Bridge

- This is a bridge-deck rehabilitation project for the bridge, built in 1966. The top inch of the old surface will be removed, and two inches of new material put down. This project has been submitted for PS&E. Construction is scheduled for summer 2011, after school has let out.

I-84, Gowen Railroad Bridge Eastbound Lane

- This is a bridge replacement project. The project is expected to advance to the PS&E stage in the first quarter of 2012 and construction is anticipated in spring/summer 2013.

U.S. 95 Corridor Study

- ITD is studying U.S. 95 from the Idaho border in Owyhee County to Pinhurst at the Adams/Idaho County line. The study will result in a corridor plan that identifies important improvement projects over the next 20 years. U.S. 95 runs north to south through western Idaho. Public meetings on U.S. 95 were held in several locations in the fall of 2008, and a meeting was held in Parma July 16, 2009. Additional meetings on access management were held in Payette July 7 and Fruitland July 8. The U.S. 95 Corridor Study draft corridor plan will be available for review in November 2010.

U.S. 95, Wilder South City Limits to Parma South City Limits

- This is an 8.17-mile pavement rehabilitation project. Preliminary design will begin this fall. Construction is scheduled for FY12.

Int. Star & Franklin Roads (LOCAL URBAN)

- This F12 project will construct a 180-foot diameter expandable outward single-lane roundabout at the intersection of Star and Franklin roads in Nampa. The city of Nampa is the local sponsor.

Int. Karcher & Middleton Roads, Nampa

- This project will reconstruct the existing Karcher Road/Middleton Road intersection from just west of the Elijah Drain culvert to the vicinity of Sundance Street, including curb, gutter, sidewalk, traffic signal, additional lanes, drainage and on-street lighting. This is slated for FY13.

Airport/Overland Realignment Study, Nampa (LOCAL URBAN)

- This project will study alignments that extend Overland Road from the new Overland Road/Ten Mile Road Intersection west to a connection point just east of Nampa. The corridor study area is approximately four miles long and about two and a half miles wide. The corridor plan will evaluate feasible alignment alternatives and associated environmental, transportation, land use and landowner issues. Nampa is the local sponsor.

Amity Road, Chestnut to Robinson Road, Nampa (LOCAL URBAN)

- This FY11 project will widen Amity Avenue in Nampa to four lanes from Chestnut Street to Kings Road. The project includes curb, gutter, sidewalks and drainage. The city of Nampa is the local sponsor.

Adams County

U.S. 95 Corridor Study

- Public meetings on U.S. 95 were held in New Meadows and Council in fall 2008. The U.S. 95 Corridor Study draft corridor plan will be available for review in Late Fall 2010.

U.S. 95, Smokey Boulder Road to Hazard Creek

- This five-and-a half-mile (milepost 171-176.5) pavement rehabilitation project, near the Adams County Line, is currently being designed and is scheduled to advance to the PS&E stage in FY12.

U.S. 95, Cambridge to Alpine Store

- This is a 9.7-mile pavement rehabilitation project. Preliminary design will be in early 2011. Construction is scheduled for FY13.

Boise County

Idaho 21, (1) Mores Creek Summit to Milepost 60, (2) Milepost 60 to Clear Creek Bridge

- The scope of these two companioned projects will include overlaying approximately 20 miles of Idaho 21. The project is expected to advance to the PS&E stage in December 2011 and construction is anticipated in summer 2012. Segment 1 runs from milepost 52.3 to 60; Segment 2 runs from milepost 60 to 72.2.

Idaho 21, Warm Spring Creek Bridge to Canyon Creek Bridge

- This pavement rehabilitation project has advanced to the PS&E stage, and also will include the repair of substandard guardrail and bridge-deck rehabilitation. The project is expected to advance to the PS&E stage by Dec. 31, 2010. Construction is expected in summer 2011.

Idaho 21, Five Mile Creek Bridge/Culvert

- This fish-passage project is being funded through the U.S. Forest Service. The project is located near milepost 83 on Idaho 21 east of Lowman. A short-span bridge would replace the existing culvert at that location, and the project also would include stream rehabilitation. Construction will begin in summer/fall 2011.

Idaho 55, Payette River Bridge to milepost 80.636

- This is a pavement preservation project involving approximately 14 miles of roadway just north of Horseshoe Bend. The project is expected to advance to the PS&E stage in the first quarter of 2011 with construction anticipated in spring/summer 2011. This project ends just a few miles from Banks.

Idaho 55, milepost 80.636 to Boise National Forest Boundary

- This is a nine mile (milepost 82-91) pavement preservation currently being designed, and scheduled to advance to the PS&E stage in FY12.

Idaho 55, South Fork Payette River Bridge

- This is a bridge preservation project at Banks. It is companioned with a preventive maintenance project on SH 55. The project is expected to advance to the PS&E in October 2010. Construction on the bridge will be done prior to the Memorial Day Holiday, 2011.

South Fork Payette River Bridge (OFF SYSTEM)

- This bridge replacement, of the old bridge over the south fork of the Payette River near Garden Valley, is slated for FY11. The old bridge has a sufficiency rating under 50. Boise County is the local sponsor.

Middle Fork Payette River Bridge, Crouch (OFF SYSTEM)

- This bridge replacement and relocation project will likely be constructed in FY11. This bridge, over the Middle fork of the Payette River, will be relocated upstream and the existing bridge will serve as a detour during construction. Boise County is the local sponsor.

Elmore County

I-84, Regina to Cleft eastbound

- This is a pavement preservation project involving approximately 12 miles of the eastbound lanes. The project is expected to advance to the PS&E stage in 2011 and construction is anticipated in summer 2012.

I-84, Mountain Home to Hammett

- This is a pavement preservation project. The project is expected to advance to the PS&E stage in the first quarter of 2011 and construction is anticipated in spring/summer 2012.

I-84, milepost 114 to District 3 border

- This is a pavement rehabilitation project. The project is expected to advance to the PS&E stage by Dec. 31, 2010 and construction is anticipated in spring/summer 2011.

Canyon Creek Bridge, North of Mountain Home (OFF SYSTEM)

- In this project, the bridge north of Mountain Home over Canyon Creek is being replaced. The project should be ready to advertise to potential contractors in late summer 2010. The Mountain Home Highway District is the local sponsor. The bridge is located at milepost 8.6 on Canyon Creek Road.

Old Hwy 30 Railroad Crossing, near Mtn. Home (STP – RAIL)

- This is a safety improvement project involving the installation of crossing surface upgrade, signals, gate arms and advanced warning signs. The project is located on old U.S. 30 near Mountain Home also identified as Railroad Milepost 406.24 of the Union Pacific Railroad Mainline track. The Mountain Home Highway District is the local sponsor. Construction is likely in Spring 2011.

Pine Road Bridge, Mountain Home (OFF SYSTEM)

- When this project began, the idea was to repair this bridge at the upper end of Anderson Ranch Reservoir. But further investigation revealed that scour had caused significant deterioration. The bridge needs to be replaced. The Mountain Home Highway District is the local sponsor. The project is scheduled for FY12.

Gem County

Substation Road Bridge, Emmett (OFF SYSTEM)

- The intention of this project is to replace the two-lane bridge with one that fits the new road, which is five lanes wide. The city of Emmett is the local sponsor of this FY12 project.

Owyhee County

Idaho 19, Corridor Study

- The Idaho 19 corridor plan will develop a near-term (10-year) plan that identifies current and future highway needs on State Highway 19 beginning at Caldwell and extending to Wilder, then south through Homedale to the Oregon State Line, finishing at Oregon State Highway 201. Public meetings were held in Caldwell and Homedale in mid-October 2009. The study is expected to be finished by Dec. 31, 2010.

Idaho 51, Sheep Creek Road to Tindall Road

- This is a 10-mile pavement rehabilitation (overlay) project, about 30 miles south of Mountain Home. Tentatively, work involves an in-place recycle followed by a thin overlay. The project is expected to advance to the PS&E stage in Dec. 2011 and construction is anticipated in FY12.

Idaho 51, Tindal Road to milepost 33

- This is a four-mile pavement rehabilitation project from milepost 28.9-33. The project is expected to advance to the PS&E stage in December 2011 and construction is anticipated in FY12.

Idaho 51, Grasmere to milepost 47

- This is a 13-mile pavement rehabilitation project using a cold in-place recycling technique from milepost 33.7-47. The project is expected to advance to the PS&E stage in December 2011 and construction is anticipated in FY11.

Idaho 51, milepost 47 to Broken Wagon Flat Road

- This is about an eight-mile pavement rehabilitation project. The project is expected to advance to the PS&E stage in December 2010 and construction is anticipated in FY11.

Idaho 55 Corridor Study

- ITD is studying Idaho 55 to identify current and future needs throughout the corridor. This study will result in a corridor plan that identifies policies and projects important to the development of this major arterial over the next 20 years. The corridor originates at the Idaho/Oregon/Nevada junction with U.S. 95 and serves six counties, ending at the junction of U.S. 95 in New Meadows. The corridor is an important route that supports the regional daily commute, the long-haul trucking industry and recreational traffic. Public meetings on Idaho 55 have been held in Canyon County this fall, and one was held in Marsing April 16. The Idaho 55 Corridor Study draft corridor plan will be available for review in November 2010.

Idaho 78, Milepost 52 to Grand View

- This is a 7.8-mile pavement rehabilitation project. Preliminary design will be in early 2011. Construction is scheduled for FY13.

Idaho 78, Grand View to Jct. Idaho 51

- This is a pavement rehabilitation project. This project is expected to go to bid this fall, but

be constructed in 2011. This project is companioned with a preventative maintenance project on Idaho 51 from milepost 60-76.

Idaho 78, Jct. SH 51 to Hammet

- This is a 15.7-mile pavement rehabilitation project. Preliminary design will be in early 2011. Construction is scheduled for FY13.

U.S. 95 Corridor Study

- ITD is studying U.S. 95 from the Idaho border in Owyhee County to Pinhurst at the Adams / Idaho County line. The study will result in a corridor plan that identifies important improvement projects over the next 20 years. U.S. 95 runs north to south through western Idaho. It provides an important north-south international transportation link for long-haul freight between Mexico and Canada. Recreational travelers and local traffic share the road with long-haul trucks, straining the roadway capacity as surface transportation demand continues to grow. Public meetings on U.S. 95 were held in Fruitland, Payette and Homedale in late 2008. Additional meetings on access management were held in Payette July 7 and Fruitland July 8. The U.S. 95 Corridor Study draft corridor plan will be available for review in November 2010.

U.S. 95, Oregon State Line to milepost 16

- This project involves the rehabilitation of 16.7 miles of U.S. 95, from the Oregon State Line northeast into Owyhee County. Part of the resurfacing is to be done using the CRABS (Cement Recycled Base Asphalt Stabilization) method, and part will be an overlay with a SALSA (Stress Absorbing Straight Layer of Asphalt). Construction is anticipated in 2011.

Jordan Creek Bridge & Reynolds Creek Bridge (OFF SYSTEM)

- Two remote one-lane bridges are being replaced in these FY14 companioned projects. The project is expected to advance to the PS&E stage by late summer. Owyhee County is the local sponsor.

Payette County

Iowa Avenue, Center Avenue to Jct. U.S. 95, Fruitland (OFF SYSTEM)

- This project includes reconstruction, widening, and the addition of bike and pedestrian facilities to accommodate a new junior high on a rural county road. Payette County is the official sponsor of this work, but this project (which was in the county) has now been annexed into the city. It is scheduled for 2011 construction.

SW 3rd St.; Iowa Avenue to Jct. U.S. 95, Fruitland (OFF SYSTEM)

- The design has started on this FY12 project. This is a reconstruction of the main street through the old downtown. The pavement is old and excessively patched, sidewalks are crumbling, and there are drainage issues, etc. The city of Fruitland is the local sponsor.

Sand Hollow, Payette County, Phase 1 (OFF SYSTEM)

- This is a pavement surface rehabilitation project. They also are replacing several culverts before upgrading the road. Highway District #1 is the local sponsor. The project is scheduled for FY12 construction.

Valley County

Idaho 55 Corridor Study

- A public meeting on Idaho 55 was held in McCall Oct. 29, 2008 and Cascade Aug. 27, 2009. The Idaho 55 Corridor Study draft corridor plan will be available for review in Late Fall 2010.

Idaho 55, milepost 82 to Boise National Forest Boundary

- This is a nine-mile (milepost 82-91) pavement preservation/resurfacing project currently being designed, and scheduled to advance to the PS&E stage in FY12.

Idaho 55, Payette River Bridge south to Payette River Bridge (Cascade)

- This two-mile pavement preservation/resurfacing project extends from milepost 114-116 in downtown Cascade and is currently being designed, and scheduled to advance to the PS&E stage in FY12.

SH 55, N. Fork Payette River Bridge, milepost 114, Cascade

- This is a FY 2012 & 2013 bridge replacement project. The existing bridge will be replaced with a three-lane, 392-foot long three-span bridge and the adjacent roadway approaches reconstructed. Idaho 55 will be realigned to allow the new structure to be constructed in phases to maintain two lanes of traffic at all times and to avoid impacts to cultural resources. Environmental clearance has been approved and Right-Of-Way acquisition is under way. PS&E Submittal is anticipated in September 2011 and construction is expected to begin in the winter of 2011.

Washington County

U.S. 95 Corridor Study

- A public meeting on U.S. 95 was held in Weiser in Nov. 2008. The U.S. 95 Corridor Study draft corridor plan will be available for review in Late Fall 2010.

Airport Road Railroad Crossing, south of Weiser (OFF SYSTEM)

- The Airport Road Railroad Crossing project (about 100 feet from U.S. 95 on Airport Road) will consist of upgrading the crossing planking material, adding new signals with gate arms and additional signage to improve the safety for the traffic over the crossing. The crossing is about 1.5 miles south of Weiser. Union Pacific Railroad crews will perform the work, with ITD participating financially as a reimbursement arm for the cost of the improvements they construct (such as installing the planking, signals and gate arms). The decking has to be upgraded for the signal and gate arms to operate properly. The project needs to have funds obligated for construction. ITD is working toward providing funding for this project and having the work completed this fiscal year.

U.S. 95, Cambridge to Alpine Store

- This is a 9.7-mile pavement rehabilitation project. Preliminary design will be in early 2011. Construction is scheduled for FY13.

U.S. 95, Weiser River Bridge Replacement

- This project will replace the existing two-lane bridge on the south side of Weiser on U.S. 95 with a new three-lane bridge. The project is currently being designed, and is scheduled to advance to the PS&E stage in FY12.

Projects Under Construction/Beginning Soon

Ada & Canyon counties

South Biking/Walking Trail System, Caldwell (TRANSPORTATION ENHANCEMENT)

This 2010 project will construct one mile of multi-use pathway and 2.1 miles of bicycle lanes connecting the Caldwell City Library, YMCA and various Caldwell Schools. Caldwell is the local sponsor.

- Apparent Low Bidder: King Excavation LLC (Nampa)
- Amount: \$217,962
- Est. Start:
- Est. Completion:

Homedale Road, Beet Road to Farmway Road (OFF SYSTEM)

This project is an overlay, scheduled for construction in Fall 2010. The Canyon Highway District #4 is the local sponsor. Bids open on this in late September.

- Apparent Low Bidder: C&A Paving Company Inc. (Boise)
- Amount: \$478,998
- Est. Start: Spring 2011
- Est. Completion: Summer 2011

Idaho 16, Intersection of Floating Feather Road

A turn bay will be added at this intersection to serve north- and southbound traffic. A 10-foot irrigation structure (concrete box culvert) exists within the projects limits and will be extended on both sides of Idaho 16 to allow for the lane addition. The project also involves some road widening. It can start anytime after January 1 and has to be complete by May 1.

- Apparent Low Bidder: Deer Flat Sand & Gravel Inc. (Nampa)
- Amount: \$265,887
- Est. Start: Jan. 2011
- Est. Completion: Early Summer 2011

Idaho 55, D3 FY10 Bridge Deck Life Extension

This is a bridge-deck crack repair, crack seal and full-width deck seal (concrete waterproofing) on three bridges in Ada and Valley counties – bridges at Lake Fork (mp 135.35), Boulder Creek (mp 130.99) and Dry Creek (mp 48.29). Construction is expected in August/September 2010. This work is to extend the life of the bridge decks, and the damage is caused by regular aging and wear-and-tear.

- Contractor: Restruction Corp. (West Valley City, UT)
- Amount: \$89,957
- Est. Start: Fall 2010
- Est. Completion: Late Fall 2010

I-84, Franklin to 11th Widening (GARVEE)

The project will improve I-84 between the Franklin and Garrity interchanges by widening the interstate to three lanes in each direction and adding an auxiliary lane for eastbound traffic. The project also includes the replacement of the Union Pacific Railroad and Phyllis Canal bridges, and is funded by bid savings.

- Contractor: Concrete Placing Co. (Boise)
- Amount: \$22,208,437

- Started: June 24, 2010
- Est. Completion: Late April 2012

I-84, Garrity Blvd. Interchange Bridge Widening [GARVEE]

This project will replace the two existing bridges carrying I-84 traffic over Garrity Boulevard with a single, wider bridge to allow for additional lanes on the interstate. Reconstruction of I-84 for about one-half mile on each side of the bridge will be included.

- Contractor: Concrete Placing Co. Inc (Boise)
- Amount: \$14,979,188.50
- Started: January 10, 2010
- Est. Completion: June 2011

I-84, Ten Mile Road Interchange, Meridian (GARVEE)

This project will construct a full Single-Point Urban Interchange (SPUI) at Ten Mile Road, to replace the bridge built in 1964. The finished product will also have bike paths, pedestrian crossings and sidewalks.

- Contractor: Staker & Parsons dba Idaho Sand & Gravel (Nampa)
- Amount: \$33,798,013
- Started: July 29, 2008
- Est. Completion: August 2011

I-84, Ten Mile Road Interchange Landscaping

This project includes the planting of “un-mown” grass and shrubs in the four SPUI interchanges islands and two median islands on Ten Mile Road, rock mulching, concrete borders, and the installation of an irrigation system for the islands and portions of the ramp & Ten Mile Road roadway slopes. Construction will occur after the islands and roadway slopes areas are constructed as part of the ongoing Ten Mile Interchange project.

- Contractor: Franz Witte Landscape Constructing (Boise)
- Amount: \$580,281
- Est. Start: Spring 2011
- Est. Completion: August 2011

I-84, Cole Interchange to Broadway Interchange Freeway Widening (GARVEE)

This 22-month project rebuilds and widens 3.5 miles of I-84 to four lanes in each direction from the Cole Interchange to the Broadway Interchange, adding two new lanes each way. Widening will occur in the median area of the existing roadway and will include a permanent median barrier separating traffic to improve safety.

- Contractor: Concrete Placing Co. (Boise)
- Amount: \$35,902,942
- Started: Sept. 20, 2009
- Est. Completion: Summer 2011

I-84, Broadway Avenue Interchange ramp improvements

This project will rehabilitate the pavement on all ramps.

- Apparent Low Bidder: Knife River Corp. (Boise)
- Amount: \$331,506
- Est. Start: Spring/Summer 2011
- Est. Completion: Fall 2011

Jct. Idaho 44 to Mill Slough and Int. Cemetery Road and Idaho 44, Middleton (OFF SYSTEM)

Crews are working on two road improvement projects in Middleton: Widening a .3-mile section of North Middleton Road from Idaho 44 to Mill Slough (north of Main Street) and realigning a .15-mile section of Cemetery Road, from Idaho 44 to 3rd Street. The road is being relocated to align with a future edition of Cemetery Road on the opposite side of State Highway 44 in Middleton. The current segment of Cemetery Road will become a Cul-de-sac. The city of Middleton is the local sponsor of this 2010 project.

- Contractor: Nampa Paving & Asphalt Co. (Nampa)
- Amount: \$884,304
- Started: Aug. 9, 2010
- Est. Completion: Fall 2010

Boise County

Idaho 21, Mores Creek Bridge (High Bridge)

This project will rehabilitate the existing bridge including deck, joints, replace the bridge parapet and railing, perform work on the foundation, and other repairs. Contractor's bids are expected to open on this project Sept. 21, 2010, with construction tentatively in winter 2010.

- Apparent Low Bidder: RSCI (Meridian)
- Amount: \$2,787,682
- Est. Start: Spring 2011
- Est. Completion: Winter 2011

Idaho 21, Bridge Deck Preservation

This project involves an experimental way of awarding highway contracts – a method that has the potential to save the Idaho taxpayers and the department money and time while making the bidding process more efficient. This “Fixed Price/Best Value” contracting will be used on a package of 10 bridge deck rehabs along Idaho 21.

- Contractor: Truesdell Corp. (Tempe, Ariz.)
- Amount: \$700,000
- Est. Start: Sept. 2010
- Est. Completion: Fall 2010

Idaho 21, Robie Creek Road/Lucky Peak High Bridge to Idaho City

This is a 17-mile (milepost 22-39) thin-lift overlay (1.8 inches) project.

- Contractor: Central Paving Co. (Boise)
- Amount: \$2,070,983
- Est. Start: Spring 2011
- Est. Completion: Mid-October 2010

Idaho 21, Warm Spring Creek Bridge

This project involves guardrail replacement on the Warm Spring Creek Bridge, located at milepost 91, about 19 miles east of Lowman, near the Bonneville Campground and one-half mile from the South Fork Payette River Bridge.

- Contractor: Marcon Inc. (Meridian)
- Amount: \$177,096
- Started: Sept. 13, 2010
- Est. Completion: Mid-October 2010

Idaho 55, Banks to Round Valley Rockfall Mitigation

This is a rockfall mitigation project scheduled for Fall 2010. The project will remove loose rock from the rockfall zone and may add netting to prevent falling rocks from entering the roadway. Work will begin after Labor Day 2010, and must be completed by mid-November.

- Contractor: Western Construction (Boise)
- Amount: \$971,111
- Started: Sept. 13, 2010
- Est. Completion: Mid-November 2010

Owyhee County

SH 51, Milepost 60 to Snake River Bridge

These companioned preventative maintenance projects will add a thin-life overlay to the pavement surface from milepost 60-76, and xxx

- Apparent Low Bidder: Idaho Sand & Gravel Co. (Nampa)
- Amount: \$3,397,488
- Est. Start: Summer 2011
- Est. Completion: Fall 2011

U.S. 95, Jct. Idaho 55 to Homedale South City Limits

This is a 7.5-mile pavement rehabilitation project using the CRABS (Cement Recycled Asphalt Base Stabilization) method. A project by state maintenance forces preceded this work and added to the gravel shoulders in that area in preparation. This project also is companioned with a thin-lift overlay (1.8 inches)) resurfacing from the Marsing Port of Entry to the junction with Idaho 55, about an 8.5-mile stretch.

- Contractor: Western Construction Inc. (Boise)
- Amount: \$3,491,347
- Est. Start: Aug. 9, 2010
- Est. Completion: Mid-Oct., 2010

Payette County

U.S. 95, Payette River Bridge, South of Payette

This U.S. 95 project will replace the northbound truss bridge (built in 1927) located on U.S. 95 between Fruitland and Payette. The new bridge will be two-feet higher off the water, will allow unlimited vertical clearance and be 84 feet in width, eliminating current safety concerns regarding width and height restrictions. It includes minor roadway realignment to tie into the new bridge location.

- Contractor: JC Constructors Inc. (Meridian)
- Amount: \$6,170,075
- Started: July 19, 2010
- Est. Completion: Summer 2012

I-84, Black Canyon to Sand Hollow, west of Caldwell

During this six-month project funded by savings from the original stimulus projects, the I-84 roadway surface will be repaired and improved beginning west of the Black Canyon Interchange and extending for five miles to east of the Sand Hollow Interchange. Several badly damaged concrete slabs in that stretch will be removed and replaced. Repairs also will include resealing pavement

joints, repairing pavement cracks and chips, grinding portions off of the existing pavement surface and completing guardrail safety improvements.

- Contractor: Multiple Concrete Enterprises (Ogden, UT)
- Amount: \$6,894,419
- Started: April 26, 2010
- Est. Completion: Oct. 2010

Valley County

Idaho 55, D3 FY10 Bridge Deck Life Extension

This is a bridge-deck crack repair, crack seal and full-width deck seal (concrete waterproofing) on three bridges in Ada and Valley counties – bridges at Lake Fork (mp 135.35), Boulder Creek (mp 130.99) and Dry Creek (mp 48.29). Construction is expected in August/September 2010. This work is to extend the life of the bridge decks, and the damage is caused by regular aging and wear-and-tear.

- Contractor: Restruction Corp. (West Valley City, UT)
- Amount: \$89,957
- Started: Oct. 4, 2010
- Est. Completion: Late Fall 2010

Idaho 55, Cascade to Donnelly

This is a thin-lift overlay pavement preservation/resurfacing project from milepost 115.9 to 131.

- Apparent Low Bidder: Valley Paving & Asphalt, Inc. (Cottonwood)
- Amount: \$2,005,257
- Est. Start: Summer 2011
- Est. Completion: Late Summer 2011

Idaho 55, Donnelly North City Limits to Deinhard Lane (McCall)

This is a nine-mile pavement preservation/resurfacing project (milepost 131.6-141.5) between Donnelly and Dienhard Lane using the Cement Recycled Asphalt Base Stabilization (CRABS) resurfacing method. It also involves some drainage work. Bid justification was received in mid-June.

- Contractor: Knife River (Boise)
- Amount: \$3,588,347
- Started: Aug. 9, 2010
- Est. Completion: Oct. 2010

Washington County

U.S. 95 Spur, Snake River Bridge, Weiser

This project replaces the Snake River Bridge connecting Annex, Oregon to Weiser. This project is nearing completion – only seeding and final clean up items remain.

- Contractor: Sletten Construction (Boise)
- Amount: \$10,015,956
- Started: March 10, 2008
- Est. Completion: Oct. 2010

*For current driving information on Idaho highways,
visit 511.idaho.gov or dial 5-1-1.*

